

CENTRAL INTELLIGENCE AGENCY

REPORT

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# INFORMATION REPORT

CD NO.

COUNTRY

East Germany

DATE DISTR. 18 August 1954

SUBJECT

Alleged Sabotage Acts on the SOVIETSKY SOYUZ  
at the Warnow Shipyard, Warnemuende

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2

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1. On 27 March 1954, a sabotage act was attempted against the Soviet ship SOVIETSKY SOYUZ while under repair at the Warnow shipyard at Warnemuende. Four barrels of machine oil and two barrels of special oil for control mechanism were issued at the materials depot of the shipyard for the machinery of the ship. Shortly before the oil was to be poured into the oil containers of the Soviet ship, a foreman who wanted to check on the quality of the special oil for control mechanism discovered that the barrel was actually filled with water. Investigations were initiated immediately by the SSD. This attempted sabotage act against the Soviet ship created a sensation at the shipyard.
2. On 6 April 1954, the machinery of the SOVIETSKY SOYUZ was subjected to a trial run. After some hours of trial run it was found that several bearings had burnt out and that almost all the bushings had become unusable. It was subsequently found that one of the oil tanks contained a mixture of mineral oil and synthetic oil. The mixture doubtless represents a successful sabotage act perpetrated with great skill. In this case investigations made by the SSD were also without result.
3. Minor sabotage acts such as the damaging of cables by driving nails into them, the punching of pipelines and the holes stopped with foil, and the damaging of veneers in cabins, are a frequent occurrence on board the SOVIETSKY SOYUZ in spite of strict security measures taken by the SSD.

**Comment.** The SOVIETSKY SOYUZ is the former German HAPAG passenger ship HANSA, which has 21,000 g.r.t. The ship was sunk off Sassnitz in 1945 and, after being salvaged, docked in Antwerp in 1950. In June 1951, the ship was transferred to the Warnow shipyard in Warnemuende where it was to be repaired by mid-1952. However, repair work was delayed by a continuous shortage of skilled workers and materials. Moreover, repair work was impeded by repeated sabotage of the machinery and the new cabins of the ship. In these attempts the work force of the shipyard showed much initiative and solidarity. In 1953 alone, an excess expense of 6,600,000 LME was incurred

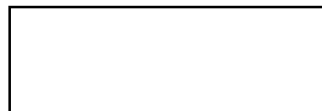
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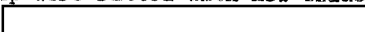
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for repair work on the ship. Of this additional cost, a sum of 160,000 DM is accounted for by increased security measures necessitated by the "revival of class struggle" as the East German authorities term the opposition against the SED regime. The hostile attitude of the workers required the employment of an additional 80 security police per shift.

The turbines of the ship were fitted with new blades after the material required was furnished  Since the ship was mainly to sail to Far East ports its draft was to be reduced from 10 to 8.5 meters, which reduced the range of the ship from 8,000 to 6,000 sea miles. The present status of repair work indicates that the ship will hardly be completed in this year.

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